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Revised May 1, 2014

March 13, 2014

John Dimitriou  
Frederick County Development Review  
30 N. Market Street  
Frederick, MD 21701

Re: Modifications – Westview South Phase II  
Project Number 14262  
HSA Job No. 7281

Dear John:

As discussed at the TAC, there are two modifications identified at this time associated with the Phase II plan for this project. One involves parking spaces and the other street tree landscaping. In both cases, we believe the requirements are adequately met for the overall project yet the modifications are limited to smaller areas within the site. The modifications are as follows:

1. Street Tree Requirements – Section 1-19-6.400 (A)

Street trees are required to be planted in a 7' strip adjacent to the road every 35 linear feet of roadway. In this project based on the linear feet of road, 273 trees are required. However, due to the urban streetscape design of a neotraditional neighborhood and the utility laterals to serve each unit, it is difficult to absolutely meet these requirements. The typical planting bed width is 5-6' wide although there are a few areas where the planting bed is 4' wide (at the entrances on New Design and Executive Way where the road is wider). The planting bed width is consistent with urban design and the tree species will be selected to thrive within this area. In terms of the number of trees, at least 273 street trees will be provided. However, because of utility laterals they cannot occur every 35' on every street. We have shown that through open space plantings and adjusting street tree spacing we were able to plant 436 trees on site. We would like to request that the street tree planter width and spacing be modified as described above to accommodate the design and constraints associated with the site.

2. Parking Policy

Although not specifically in the code, the policy on garage parking spaces in the County is that those spaces can only be counted as half spaces. Public on-street parking spaces are also not normally counted towards meeting the on-lot parking requirements for residential units. Sheet 17 in the set has been created to show the actual parking provided (on and off lot) versus the parking per the policy on garage spaces and public parking. The actual parking provided throughout the neighborhood shows a surplus of 526 parking spaces. The policy, however, shows only 154 surplus spaces. This surplus includes 241 on-street public parking spaces. We would like to request a modification to allow the public on-street spaces and the garage spaces to count towards the overall requirement for the site. In a neotraditional



neighborhood that is more urban than suburban in design (similar to the Historic District in Frederick), streets interconnect and create blocks which encourage people to drive around the block to look for parking if they need street parking. It functions very differently than a suburban cul de sac design where there is no interconnection. Residents in the neighborhood also appreciate the off-street spaces provided and tend to utilize them for parking instead of storage. The actual on-lot provided spaces which normally are accessible from alleys are a completely different situation than a suburban neighborhood where someone may not park in the garage but rather the driveway of the house. We are not providing or encouraging that type of suburban parking in this layout. We believe this modification is consistent with others allowed in recent neotraditional designs in the County and most effective and appropriate for the site especially considering the differences between urban and suburban design.

We look forward to discussing this with the Planning Commission at the hearing.

Sincerely,

Chris Smariga

President

CC: Karl Morris

Mitchell and Best

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